

INFORMATION REPORT

CD NO.

COUNTRY Yugoslavia

DATE DISTR. 22 Mar 1949

SUBJECT Railroad Constructed to Honor the Fifth Congress of the Yugoslav Communist Party

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EVALUATE

1. The double railroad track of the Southern Line (Maribor-Ljubljana-Trieste) cuts across two main thoroughfares in the center of the city of Ljubljana. With the rapid growth of the city in the last 20 years, these two crossings have become major traffic obstacles. For reasons which have not been publicly explained, pre-war plans to construct overpasses at these crossings were abandoned in favor of a new double-track line which will route transit traffic around the city. Part of the trackage for this new line has already been laid. A double-track line between Vic and the underpass at St. Vid (see sketch) was built during 1948 by "voluntary" labor recruited in Ljubljana in honor of the Fifth Congress of the Yugoslav Communist Party. This double track leaves the Southern Railroad mainline at Vic, cuts through wooded terrain toward St. Vid, and passes under the Ljubljana-Jesenice highway and railway and the Ljubljana-St. Vid streetcar line. Just before the bridge across the Sava River, the new line joins the Ljubljana-Kamnik line and becomes a single track. At Crnuce it leaves the Ljubljana-Kamnik line, runs past the marshalling yards now under construction between St. Jakob and Bericevo, crosses the Sava River, and rejoins the double track of the Southern main line just south of the Laze station. From St. Vid to Laze the new line uses a track which was built by the Germans in 1941 and 1942. In order to complete the line another track must be laid over this section and work on this project will begin in 1949. The plan also includes a new double track from the marshalling yards at Bericevo to the Zalog railway station or to the new Ljubljana freight station, which is now partly completed. This section (sketched with broken lines on the attached map) will be laid in 1950.
2. The new railroad will not completely solve Ljubljana's communications problems, but all transit freight will be directed over the new line and rail traffic through Ljubljana will be diminished. The Bericevo marshalling yards and the new Ljubljana freight station will handle all non-passenger traffic, while the Ljubljana central station will be reserved for passenger service only.*
3. Construction on the new line is directed by Engineer Jane Dolenc, who is responsible to the Ministry of Transport of the Slovene People's Republic. His assistant is Engineer Zajc. Twenty to twenty-five workers are permanently employed, and with the help of engineers, these regular workers

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direct the work of volunteers from Ljubljana organizations, such as the OF and the Trade Union Syndicates. Since there are few permanently employed workers and the number of volunteers varies from day to day, work is progressing slowly. Construction has also been impeded by the marshy terrain between Vic and St. Vid and the necessity to cut a terraced road-bed 800 meters long near St. Vid. The bridges across the Sava River at Ormuze and Laze, which were built by the Germans, are single-track and must be widened. The necessary steel spans will be manufactured at the Jesenice Steel Combine, and will be assembled by the General Building Corporation of Maribor, which is part of the Bolt, Nut, Screw and Bridge Construction Works at Maribor.

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Comment: The new railroad, therefore, is of military and strategic importance. Installations on the new line represent much smaller military targets, are much less visible, and are more easily camouflaged than on the old line through the city. The danger of cutting off all traffic in the directions of Jesenice and Trieste, in case the Ljubljana central station is bombed, has been eliminated.

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